



**CALIFORNIA
HIGH-SPEED RAIL
AUTHORITY**

TO: Chairman Pringle and Authority Board Members

FROM: Dan Leavitt, Deputy Director

DATE: January 27, 2010

**RE: Update on Los Angeles to San Diego via the Inland Empire Section
Agenda Item 10**

The purpose of this agenda item is to provide an update on the activities in the Los Angeles to San Diego via the Inland Empire (LA-SD) Section since the last update to the Board on this section (in August 2009). This update addresses both the progress to date by the Southern California Inland Corridor Group (So Cal ICG), scoping, and on the development of the initial alternatives to be studied for this section.

Southern California Inland Corridor Group

The So Cal ICG (SANDAG, SDCRAA, SANBAG, SCAG, RCTC, Metro, and CHSRA) has met on a monthly basis since the Fall of 2008. The So Cal ICG was instrumental in the development of the institutional framework for the LA-SD Section as described below:

- **Technical working groups (TWGs)** were established in each of the four counties and are co-chaired by each respective regional/MPO agency (SANDAG - San Diego County, RCTC - Riverside County, SANBAG - San Bernardino County, LA Metro/SCAG - Los Angeles County). The TWGs meet on a regular basis to review new substantive information developed for the Los Angeles to San Diego (via the Inland Empire) EIR/EIS process. Three rounds of TWG meetings provided input during the pre-scoping period on the 2005 Program Alignment which led to additional alternatives being included in the scoping materials and announcements. Subsequent to the scoping period, a fourth session was held in each county.
- **Public Relations and Policy Group** meets on a monthly basis and is represented by the communications or public relations staff of each regional/MPO agency represented by the So Cal ICG. This group coordinates upcoming public and elected briefing sessions and is also briefed on the technical analysis to date.
- **Environmental Resource Agency Group** includes representation by local, state, tribal, and federal entities. The kick off of this group was held on February 1, 2009 and will continue to meet on a regular basis during the development of the environmental documentation.

- **Project Development Team (PDT)** has been formed for coordinating with the three Caltrans Districts (7, 8 and 11) with representation from Caltrans headquarters. Caltrans has assigned a single point of contact for coordinating activities on this Section.

The So Cal ICG has collaborated with the Authority on the development of regional objectives for the project's Purpose and Need. From September through December, 2009, the So Cal ICG worked with Authority staff, the FRA, and the Attorney General's office on these regional objectives. The Purpose and Need statement and objectives will be used to assess a feasible range of alternative alignments and station locations during the alternatives analysis phase of the project. Input provided by SOCAL ICG reflected the region's need to improve mobility and reduce congestion at regionally significant airports from Los Angeles through the Inland Empire to San Diego by providing HST transportation in this corridor; maximize inter-modal connectivity at HST stations; provide no more than seven HST stations within this section (excluding Los Angeles Union Station); support travel time reduction between HST station along the Los Angeles to San Diego via the Inland Empire Section to meet the mandated HST express travel time of 1 hour 20 minutes; and provide opportunity for regional rail overlay services using HST tracks/infrastructure where appropriate. The group's progress on the Purpose and Need was presented to the Southern California Regional Agencies CEO's group on December 18, 2009.

Since its creation, the So Cal ICG has been instrumental in the progress of this Section and the agencies represented have been vital partners supporting the integration of HST with regional and local planning.

Development of Alternatives

During the months of October and November 2009, twelve public and two regulatory agency scoping meetings were held for this section in the four counties as summarized in the table below. The scoping comment period opened on September 17, 2009 and closed on November 20, 2009.

County	Location	Date
San Diego	UTC/La Jolla	October 13, 2009
	City of San Diego	October 14, 2009
	City of Escondido	October 15, 2009
Riverside	City of Murrieta	October 19, 2009
	City of Corona	October 20, 2009
	City of Riverside	October 22, 2009
Los Angeles	City of Monterrey Park	October 21, 2009
	City of West Covina	October 26, 2009
	City of El Monte	October 28, 2009
	City of Pomona	October 29, 2009
San Bernardino	City of Ontario	November 2, 2009
	City of San Bernardino	November 3, 2009
Regulatory Scoping Meetings	Held at USF&WS (City of Carlsbad)	October 15, 2009
	Held at CRWQCB (City of Riverside)	October 22, 2009

Over 800 people attended these sessions and 1,242 comments were received from individuals and agencies. Several themes were identified from public comments received during the public

scoping period. The majority of attendees supported HST and wanted to ensure that multi-modal transit connections are made at each station location integrating with local community plans and future developments, especially smart growth concepts and transit-oriented development. In general, concerns were raised about the impact this project would have upon residents' quality of life and social justice issues along the entire alignment. Specifically, residents are very concerned about property impacts and were eager to identify if any of the alternatives affected their individual business and/or residential property. Significant local concerns were raised by the Rose Canyon community in San Diego County. Several community groups and individuals vocalized their opposition to the alternative which traverses Rose Canyon. Along the proposed Section, concerns were also raised regarding impacts to the natural environment and biological impacts, particularly in southern Riverside County and San Diego County. In San Bernardino County, significant support was received in favor of a station in downtown San Bernardino, not previously identified in the Program EIR alignment. In Los Angeles County, groups and individuals identified a new alternative along Interstate 10 heading eastward from Los Angeles Union Station. This alignment would maximize transit connections at the existing and heavily-used El Monte Transit Center and provides a more direct route to Ontario Airport.

The comments are being summarized and will be part of the Draft Scoping Report currently in preparation.

Taking into account scoping comments, and working with the So Cal ICG, the Authority staff and the FRA propose to add to the range of alternatives that will be studied as part of the Alternatives Analysis for this section of the HST system. The proposed new alignment alternatives focus on Los Angeles and San Diego Counties. In Los Angeles County a new alternative is proposed on Interstate 10 (I-10) west of Interstate 605 (I-605) in response to regional support for the I-10 alternative and for a San Gabriel Valley station at the El Monte Transit Village on this new alignment alternative. The new proposed alternatives in San Diego County were presented in response to numerous concerns regarding the Rose Canyon area. The proposed alignment alternatives for San Diego County include a northern and southern approach to the City of San Diego. The northern approach is proposed using State Route 56 (SR-56) and between Interstates 15 and 5/LOSSAN Corridor. The southern approach includes the options of either State Route 163 to Interstate 8 or an extension of Interstate 15 with a new proposed station location in the vicinity of Qualcomm Stadium.

Based on the comments received, the alternatives in the Inland Empire (Riverside and San Bernardino Counties) appear to cover the necessary range to begin the Alternatives Analysis for these two counties.

The attached presentation summarizes this update and shows the HST alignment alternatives, stations and design options that should be carried forward into the Alternative Analysis process.

Board Recommendation

This is an informational item only.

Attachment:

- Presentation to HSRA Board dated February 4, 2009.